shall give each flight crew upon return to base from any flight or series of flight, a rest period that is at least twice the total number of hours of his flight time while he was away from the base.

(c) The Management has had a constructive dialogue with the Pilots.

Expansion of AIR Services from Guwahati

5350. SHRI DRUPAD BORGOHAIN: Will the Minister of CIVIL AVIATION be pleased to refer to answer to Unstarred Question 3224 given in the Rajya Sabha on 25th April, 2000 and state:

(a) whether Government have any plan to link Jorhat, Tezpur, Silchar and Dibrugarh with Guwahati by Indian Airlines; and

(b) the reasons for not connecting Guwahati Airport with every airport of North-Eastern Region by Indian Airlines?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) No, Sir.

(b) Constraints of aircraft capacity with Indian Airlines does not permit introduction of any other new links in the North Eastern Region.

ATC Modernisation Programme

5351. SHRI SURESH PACHOURI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the status of implementation of the ATC modernisation programme at major Indian Airports;

(b) whether the modernisation programme is progressing as per schedule or are there any delays; and

(c) in case there are delays, the reasons therefor and what effect the delays had on the budgeted cost?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) to (c) Modernisation of equipment and upgradation of facilities at airports is a continuing process and is taken up in a phased manner depending upon the requirement and availability of resources. Modernisation of ATC systems at Delhi and Mumbai has already been completed in January, 1999 and November, 1999 respectively. There were delays in Modernisation of ATC system at Delhi & Mumbai Airports due to following reasons:—

(i) Procedural delays in acquisition of sites for installation of navigational aids in far-flug areas spread over 50—250 kms.

(ii) Delay in commencement of construction of the technical buildings and the control tower at Mumbai due to prolonged monsoon in 1993 and heavy leakage of Tulsi Pipe Line (Bombay Municipal Corporation).

(iii) Addition of Future Air Navigation System (FANS) enhancement.

(iv) After installation of radar, the equipment vendor had to carry out modifications to meet AAI specifications.

(v) During installation of equipment, the contractor had to export unserviceable components and re-import them after repairs.

The budgeted cost was raised from Rs. 210 crores to Rs. 423 crores approximately due to increase in scope of works.

Non Directional Beacon (NDB) at Cochin, Tura, Lengpui and Kargil, Instrument Landing System (ILS) at Jaipur and Calcutta, Very High Frequency (VHF) Receivers at international airports and Radar at Nagpur have been provided during 1999. The installation of Radar at Nagpur has been delayed due to finalisation of award. The other works are progressing as per schedule.

Benefits to NRIs by investment in Telecommunications

5352. SHRI GHULAM NABI AZAD: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Government have called upon the Non-Resident Indians (NRIs) to avail the benefit of new opportunities of investment in the telecommunication centres; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI TAPAN SIKDAR): (a) and (b) With the announcement of New Telecom Policy, 1999, Telecom Service Sector offers enormous investment opportunities for investors including NRIs, within the sectoral guidelines, which permit upto 49% foreign equity including NRI equity. In the areas of telecom equipment manufacturing, 100% foreign equity is allowed. However, there is no specific policy for NRIs for making investment in the Telecom Sector.